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DEC. 1948

CLASSIFICATION ~~CONFIDENTIAL~~ **CONFIDENTIAL**
SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY German Democratic Republic

DATE OF INFORMATION 1946-1948

SUBJECT Transportation - Ports

HOW PUBLISHED Monthly periodical

DATE DIST. 20 Feb 1952

WHERE PUBLISHED Berlin

NO. OF PAGES 1

DATE PUBLISHED Aug 1951

LANGUAGE German

SUPPLEMENT TO REPORT NO.

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SOURCE Der Verkehr, Vol V, No 8, 1951.

DEVELOPMENT OF THE PORT OF ROSTOCK

Otto Strzelecki

As the first measure in the expansion of transshipping facilities in the port of Rostock, two gantry cranes were withdrawn from the inland sector and set up at the ore-shipping quay. Both cranes were ready for operation, after setting up the necessary foundations for them, at the beginning of 1948.

To further increase the transshipping capacity, construction of five modern bridge cranes was begun under the Two-Year Plan. The two bridge cranes at the Kabutzenhof in Rostock have a gauge of 13.20 meters and a sea-side cantilever of 10 meters. With a carrying capacity of 6.0 tons at 12.5 meters extension and 3 tons at 20.0 meters extension, these cranes can handle 80 tons of bulk goods per hour.

With the three-story warehouses of 8,000 tons capacity, erected simultaneously in this area, these bridges represent the most modern transshipping facilities in our harbors.

The other three bridge cranes, with a 16.70-meter gauge and the same carrying and output capacity, will be erected in Warnemuende, providing this part of the harbor with mechanical transshipping facilities for the first time.

The increase of transshipping capacity brought with it a considerable increase in the circulation of freight cars which, with existing harbor facilities, could not be handled any more.

A particular obstacle to the transshipping operation was the circumstance that this very elongated harbor had a rail connection only on the west side. Therefore, to service the eastern part of the harbor and especially the two above-mentioned bridge cranes and the three-story warehouses, a new connecting track was laid between the harbor and the freight station at Bramow. To make this connection possible the Reichsbahn enlarged the Bramow freight station, and in the harbor itself about 3,000 meters of new sidings and transfer trackage were laid.

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